

Proposal to Carry Passengers On Helicopter Routes Given Attention

That helicopters carrying mail between cities of Los Angeles and Orange counties might find themselves in the business of carrying passengers as well, was indicated yesterday as hearings before the Civil Aeronautics Board on applications for permits to conduct helicopter mail pickup and delivery service were conducted in Los Angeles.

Present plans provide for helicopters to drop their mail bags into nets and pick up mail bags in conventional manner, using guy ropes, when the helicopter mail franchise is granted and the service becomes a routine, according to M. H. Ackerman, post office inspector.

Ackerman has indicated that this method of handling the mail has been tested and proved to be the best method. The use of nets and aerial pickup will eliminate the necessity for landing fields and also will speed the service, it is pointed out.

Cornelius Sullivan, attorney for the Southwest Airways, one of the companies asking for the helicopter mail franchise, said that a passenger helicopter service may not be far off, although he pointed out that it is included in specifications.

Deadline Set In Army Educational Recruit Program

Warning that Oct. 5 is a date to remember, Army recruiting officials here advised young men who want to take advantage of full educational opportunities under the G. I. Bill of Rights to enlist now in the new Regular Army.

This means that men contemplating entering the service must date in order to obtain full educational and other benefits under the bill.

Men who served in the armed forces during the emergency, or who now are in the service, still retain full rights earned by them under the bill, according to S/Sgt. Earl M. Bryant, local recruiter.

Students who wish to earn a college course, but who do not have sufficient credits to enter, can obtain the missing credits by courses in the Army, Sgt. Bryant pointed out.

Recruiting officials urged all men who want to "beat the deadline" to enlist now, avoiding any chance of missing out on full educational advantages, home and business loans, and other benefits of the bill.

For full information, apply at the U.S. Army Recruiting Station, Post Office Bldg., Torrance.

Southwest Airways, first company to ask helicopter mail rights in the metropolitan area of Los Angeles, also was the first to propose that the helicopter be used to speed the handling of passengers from outlying communities to central airports, when air transportation becomes normal. Torrance airport remains on its original plan and proposal for schedules.

Sullivan said the Sikorsky S-51 helicopter, which his company specifies in his franchise application has a useful load of 1250 pounds and cruising speed, with one pilot, of 80 miles an hour.

Bidding against Southwest Airways for the franchise is the Los Angeles Airways Company, Clarence Belin president.

The companies presented applications for franchises for three round trips daily starting at 6 a.m., at 11:15 a.m. and at 6 p.m. It will require one hour, 24 minutes to make the loop run, proposed by the Post Office department.

Intracity service was proposed by the bidders so that mail from Torrance, for instance, can be delivered in Long Beach and other near-by cities without being carried to a central terminal in Los Angeles.

Sullivan made it plain that none of the details have been determined.

The loop route runs from Los Angeles Municipal airport to Torrance, Wilmington, San Pedro, Long Beach, Santa Ana, Orange, Anaheim, Fullerton, Norwalk, Downey, Compton and return.

The loop route would leave

George Benstead Enters Corona Navy Hospital

George Victor Benstead, 21, radioman, second class, U. S. N. son of Leo Cedric Benstead, of Torrance, was admitted to the U.S. Naval Hospital, Corona, Calif., on the 25th of August, 1948, with a diagnosis of pulmonary active tuberculosis.

George Victor Benstead served at the U.S. Naval Air Station, Patuxent River, Md., and entered the Naval Service on the 7th of January, 1943.

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